

Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Summer 1988







Official Publication of the

**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

P.O. Box 1796, Pioneer Station
St. Paul, MN 55101-0796

EDITORIAL STAFF

Jeffery Braun Editor
7239 16th Ave. So.,
Richfield, MN 55423
(612) 866-0251

Steven Zobbl Feature Editor
William Graham Contributing Editor
Aaron Isaacs Contributing Editor
Kimberly A. Link Production Editor
Hudson Leighton Computer Services

CIRCULATION

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SUBMISSIONS

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MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

Jackson Street Roundhouse (612) 228-0263

MUSEUM OFFICERS

President Aaron Isaacs
Executive VP Ward Gilkerson
Secretary Jim Woodward
Treasurer Wendell Gilkerson
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VP/Stillwater DuWayne Shogren
Directors at Large Arthur E. Pew III
Bob Ball
Lowell Saterbak
Richard Walkovets
Byron Olsen

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About The Cover: Here we see a view of Superior street, Duluth, MN, circa 1920. Notice that some of the billboards have been blanked out. MHS Collection.

Inside Cover: MTM uses the historic logo of the Minneapolis Threshing Machine Company of Hopkins, MN, predecessor of Minneapolis Moline. The long vacant Hopkins plant was torn down in 1987. This photo was taken in 'happier' times and shows a loaded train about to leave on the Chicago, Minneapolis, St Paul & Omaha Railroad. As the marching band would indicate, it was a matter of some civic pride. Henn. County Hist. Society Collection.

Editorial

What Is a Museum Anyway?

If you were asked to describe a museum, what would you say? If you are like many people you might respond that it is a rather old, musty, building full of many old things on display or behind glass that you're not allowed to touch. While this may be the stereotypical idea of what a museum is, it's not accurate.

Actually, to better describe a museum would be to refer to it as a place where a person, or group of people, can go to learn and experience history. Where have I heard that before? Could it be that I read it in the stated purpose of the **Minnesota Transportation Museum**? So what?

Most everyone knows it and who really cares anyway? Obviously you do or you wouldn't be a member. But while that may be the case, many members have begun to take a rather nearsighted, "musty hall," point of view of our museum.

What am I referring to? Lately it seems there has been a lot of talk about the Jackson Street Shop and the importance of establishing static displays there. Have these people really taken a good look at MTM and what it's all about? I don't think so. Over the past 25 years MTM has centered its existence around operating vintage rail equipment and public participation. That's the key: operation and participation versus static and observation. MTM thus far has not been a "musty hall" museum but rather a "learn and experience history" museum.

1988 Meetings Scheduled

This is your official notice of Museum membership meetings scheduled for 1988. Please note them on your calendar or appointment book. The meeting schedule will appear in the **Minnegazette**, but separate notices will not be mailed for each meeting during the year. All meetings will begin at 7:30 p.m.

July 26: Jackson Street Roundhouse,
193 East Pennsylvania Avenue, St. Paul.
Bring lawn chair.

September 27: Air National Guard Auditorium,
Fort Snelling.

November 22: Annual Meeting & Election of 1989
Museum Officers,
Northwestern National Life Building,
Washington & Marquette Avenues, Minneapolis.

In what way does MTM go about fulfilling their goal of bringing history to people? Take for example, the Como-Harriet Streetcar Line. The streetcars don't just sit in the car barn while visitors stroll by outside roped off areas gazing at them and reading signs describing the displays. Far from it. These old things actually run. You can ride them and experience an era of transportation long since gone from the Twin Cities and many other metropolitan areas. Thousands come to ride the streetcars every summer, many come more than once, some often as once a month. Why? Because there's something intriguing about seeing these old relics in operation. I do not believe that half as many people would visit Como-Harriet if it were a traditional static museum.

The nationally known Confederate Air Force is a prime example of the concept of the "learn and experience history" museum. The CAF has based its entire purpose on the restoration and operation of its exhibits. Hundreds of people pack St. Paul's Holman Field each summer to see the CAF put on its show. Many of the visitors have attended the show previous years. Thousands travel to Harlingen, TX each summer where the CAF's main headquarters is located just to see the show they put on there. Would this many people travel so far each summer just to see the same old planes resting in the same old hanger? I doubt it. But put those birds in the air, that's what brings people from all over just to see them flying.

Well, the same holds true for trains and in 1983 MTM was given just the opportunity to become such a railroad museum. That is when the Burlington Northern donated about

seven miles of ex-Northern Pacific trackage north of Stillwater to MTM, the line which would soon become the **Stillwater & St. Paul Railroad**.

The S&StP is a golden opportunity for the MTM Railroad Division to pursue its purpose of restoration, operation, and maintenance of vintage rail vehicles. While I must concede that all our rail equipment cannot possibly be in operation all the time, and a means of public display would be important, static display should not be our ultimate goal. After all, the general public is our bread and butter and we know that the majority of the general public are not railfans, although many do find a certain fascination in railroads.

Jackson Street Roundhouse will in the future become a fine home for the MTM but it should be an operating railroad shop first, and a static display museum second. I think MTM is losing sight of its purpose if it continues to demphasize the importance of operation and overemphasize the importance of displays. I hear a lot of talk lately about making the museum's name known to the public and showing that we're headed somewhere. Well what better place than the S&StP? Not only can the visitors come and see the museum pieces (yes MUSEUM pieces as opposed to tourist railroad pieces, there is a difference), but they can ride them and see them in operation. It allows the visitors to participate in the museum and gives them an incentive to visit again.

While a static museum may be interesting, once you've seen the exhibits, you've seen them. The displays can only be rearranged so much till after a while they don't change. Unless you're a railfan, once you've seen a

static railroad museum chances are you won't be back again, at least not for a long time.

On the other hand, remember the CAF? The same holds true for railroad equipment. Fire up that steam or diesel locomotive, tie onto some rolling stock, offer rides, and as long as people know that you're operating they'll come and ride, and more than likely they'll be back. Even nonrailfans enjoy riding museum trains. In fact, generally speaking, the railfan would rather chase the train and take pictures before considering buying a ticket. Thus, it is the nonrailfan whose interest we have to arouse.

Someday Jackson Street Roundhouse will be a wonderful place to show off our fine museum pieces when they're not in operation, but that time is not now. Right now we have to concentrate on the S&StP and establish its identity of an **OPERATING** railroad MUSEUM. We have our work cut out for us. Jackson Street will provide the perfect place for us to perform the shop work needed to put trains in service on the S&StP, but it will be next to impossible if we begin take away volunteer workers from restoration and maintenance of operating equipment and move them to static display restoration. Valuable work space would be lost to static displays and artifacts. Another factor to consider is that without months of time consuming work the grounds and building at Jackson Street are not suitable or presentable for general admission to the public, let's face it, it's a railroad shop so let's put it to its intended use instead of trying to make it something it's not.

A museum does not have to be a boring, musty building filled with interesting historical static displays and it is not the purpose of MTM to become such a place. Rather it should be a place where people can learn and participate in history which sounds very much like the MTM I discovered in a 1913 GE Boxcab locomotive and a Northern Pacific triple combine car one summer Sunday afternoon in Stillwater 10 years ago. 🚂

Thank you

Anderson Trucking for donation of flat bed trailer.

Locomotive Maintenance Inc. for use of semi-tractor.

Carpenter Technology for use of truck.

NSP for donation of Michigan Front End Loader.

CGW Freight House Office Condominium for donation of two baggage carts.

Guest Editorial

Do we really welcome new thoughts and abilities?

Under the heading "**The Care and Feeding of Volunteers**," we would like to share some of the most recent observations with you.

We have seen four clear examples in 1987 of the violation of the basic rule that you must care for your members, especially new ones, or they disappear.

Two of the examples were new tourist railroads who had the benefit of a significant number of talented volunteers who were well trained and motivated. Management did not value the contribution these volunteers made to the cause. Communication was poor to nonexistent, key jobs were always handled by the same people and promotions were not available. After the first blush of hands on operation (about one year), the available volunteers dwindled down to a handful.


Our conclusion is that the leaders of the tourist railroads in question seemed to take the position that the opportunity for hands on operation was all the reward a volunteer requires. Not so, as most of us in the tourist railroad business already know. We would also suggest that new people with new ideas often seem to pose a threat to established leadership.

The other two examples are railfan groups involved in operations of excursions. What we observed here was a variation of the above. Several new members of these groups ventilated their feelings to this writer. The central issue here was that the new people brought a new and different dimension to the groups. Their offers of program materials and ideas for new directions that the group might explore were met with polite indifference. Frustrated, the new members stopped attending and events.

Our conclusion is that these new people upset the comfortable pattern and

practices of the leadership and present a threat to "traditional" leadership. To the new person, "traditional leadership" appears to be closed shop. We also suggest that the new members are vital to continued health of any volunteer organization. The institutional church has known and demonstrated this fact for decades. A healthy church recruits and welcomes new members.

If you hear complaints about how hard it is to find help for a restoration project or write the news letter, look at how your organization practices "**The Care and Feeding of Volunteers**." It might just be that you need to indulge in some organizational introspection.

-Joseph E. Minnich
Editor of Train Line
The Newsletter of the
Tourist Railway Association, Inc. 

President's Message

The Game Plan

In my short time as President, I've tried to work on the administrative and organizational problems facing the museum. If the MTM is to survive and prosper, we need a foundation of professionalism and a clear sense of where we're headed. Without it, all the track laying, vehicle restoration, and the other things we like to do will be in vain, because the museum will gradually fall apart.

Consider what we are up against. There is a seemingly perpetual shortage of volunteers and money. Almost all of our railroad equipment is in disrepair and no one has any idea when most of it will be restored. Let's face it, we have gotten too big too fast, and we are all seeing the strain.

How do we get out of this mess? That's where the Game Plan comes in. We have two choices.

Choice #1 is to get rid of a large

chunk of the museum and admit that we're a bunch of amateurs who are in over their heads. No one wants this option but it is the only one that makes sense. If We Don't Get Our Act Together. We must admit we're not a hobby club anymore, we're a large enterprise.

Choice #2 is to professionalize the museum. What does this mean? Let's start with the board. It's current structure worked fine when the museum was small, but now it's inadequate to meet the demands of such a large organization. It means reorganizing the Board to include nothing but at-large elected Directors, who will in turn appoint the division vice-presidents. The board will deal only with large policy issues, and the vice presidents will run their divisions but Will Stay Away From Policy Decisions. If this is done there will be less pressure on everyone, responsibility will be clearer, and the Board will become less political.

There's more to "professionalizing" the museum than just reorganizing the Board. This year we put together a real budget for the first time, with real numbers and real priorities. It's not perfect mind you. Frankly, it's too ambitious. That's Okay - we'll learn our limits if we fail to meet a few goals and then start next year's budget will be more realistic. But it's a start.

As you read this, the board is going through a management planning exercise with the help of member Bob Ball and the Long Range Planning Committee. We are listing all the problems that face the MTM, and we hope to reach agreement on solutions. We are also trying to redo the museum's long range plan. This may seem like a simple or obvious thing to do, but we need it badly. We have to stop putting out brush fires. We have to admit that the brush fires are caused by overreaching, by poor management, and—most regrettably— by personality conflicts.


The personality conflicts are the silliest reason for our troubles. It takes no skill or money to stop bad-mouthing members. If I do anything

this year, I'll get everyone to agree to a "no bad-mouthing" rule. If you have a criticism of a fellow member, keep it to yourself. If you can't keep it to yourself, please leave the organization, because we don't need you. The lesson here is that pulling together is worth more than money.

The Game Plan also includes hiring paid staff to do things we volunteers don't want to do or don't have time for. That will cost money, but if we're serious about continuing the present level of activity, we'll do it.

Ultimately, I would like to see a museum that proceeds with caution towards well thought out goals. It owns only the equipment that it has concrete plans to restore, and the restorations are slow, careful and satisfying. It doesn't commit to run a train until all is ready, so no one gets burned out. It doesn't spend money it doesn't have. Members work together in harmony and respect one another.

Sound impossible? It isn't.


Aaron Isaacs
President 

Lake Superior Museum of Transportation

Wayne Olson Elected

The **Lake Superior Museum of Transportation** in Duluth has elected **Wayne C. Olsen** as its president. Wayne is a long-recognized historian, archivist and activist in the Lake Superior Museum. He also has been a member of MTM for many years and has provided parts and plans to several of our restoration projects. Congratulations, Wayne!

Lake Superior & Mississippi Railroad Excursion Schedule

The **Lake Superior & Mississippi Railroad** will operate three excursions daily on Saturdays and Sundays, beginning July 2 and continuing through Labor Day. Trains will leave from a point near the **Duluth Zoo** on Grand Avenue in the west end of town. The route follows the shore of Spirit Lake, the St. Louis River estuary, and along the original route of the first rail connection between St. Paul and Duluth. 

Board of Directors

A Special Board Meeting was called **February 29, 1988**. The following actions were taken:

1. Discussed Railroad Budget
2. Discussed Jackson Street Roundhouse Budget
3. Voted to letter the Rock Island cars: "Minnesota Transportation Museum" with "Stillwater & St. Paul Railroad" in small letters over the doors.

The Board of Directors took the following actions at it's **March 15, 1988** meeting.

1. Approved acceptance of NSP Front End Loader.

2. Approved disposition of 125 hp Air Compressor.

3. Approved Railroad budget.

4. Approved Jackson Street Roundhouse budget.

5. Approved purchase of tie downs for Museum semi-trailer.


6. Richard Walkovetz was elected as a director at large.

The Board of Directors took the following actions at it's **April 19, 1988** meeting:

1. Auditor's report was received.
2. Approved donation of flat bed trailer.

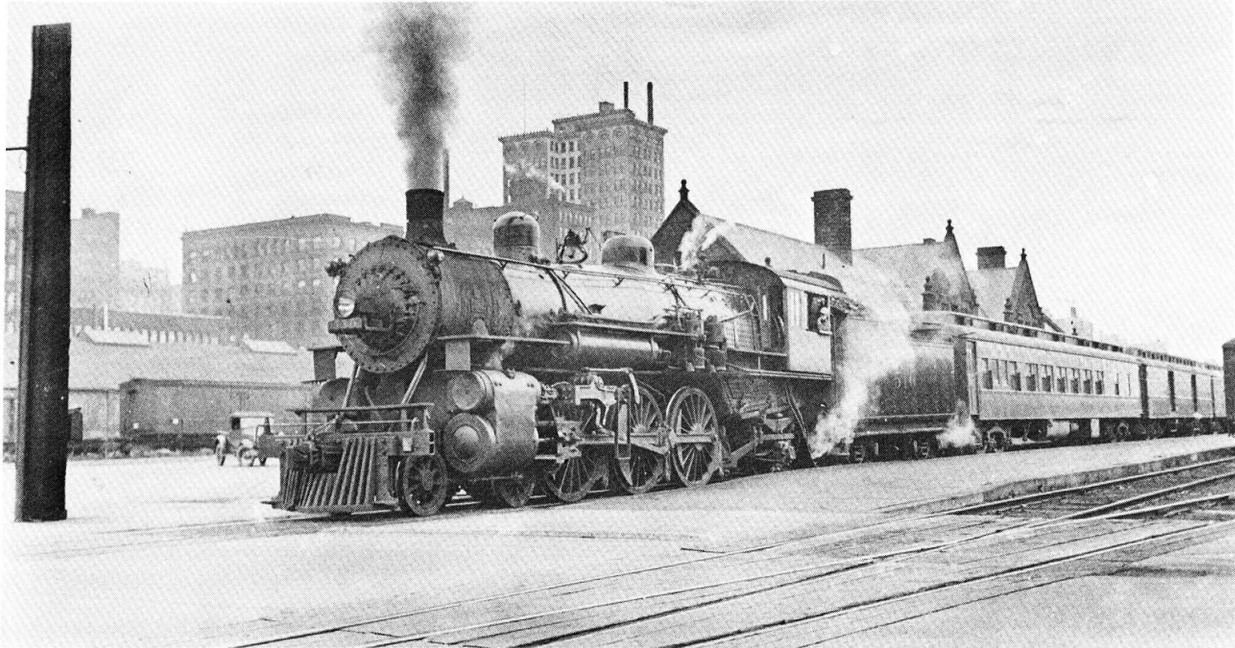
3. Voted not to assess members who have paid membership dues in advance for the amount of the dues rate hike.

The Board of Directors took the following actions at it's **May 17, 1988** meeting:

1. Turned down acquisition of GN Snow Dozer.
2. Turned down acquisition of BN Flatcar.
3. Voted to begin phasing out Bill Graham's contract for Jackson Street Roundhouse.
4. Voted to contract with Hudson Leighton to work at Jackson Street Roundhouse. 

Two Harbors Line to Reopen In 1990

-Bill Graham



This August 8, 1931 view of Duluth, MN, shows C&NW Pacific No 510 and train pausing at the C&NW Duluth Depot. Robert Mehlenbeck Photo.

Scheduled passenger trains will run again by the Spring of 1990 on the former **Duluth, Missabe & Iron Range** route between Duluth and Two Harbors, MN. **Don Shank**, transportation consultant and retired general manager of the Missabe, made the prediction to the annual meeting of the **Lake Superior Museum of Transportation & Industry** on May 6, 1988, in Duluth. The **Regional Railroad Authority of St. Louis and Lake Counties** agreed in May to purchase the line from **USX Corporation**, owner of the **DM&IR**.

The sale, to be finalized later this summer for approximately \$1.5 million, will be paid from county, state and private investment sources. The 1986 Minnesota Legislature appropriated \$2 million for the project, which will be supplemented by a U.S. Department of Commerce grant of \$500,000. An additional \$1 million

or more is expected to be subscribed by private investors.

Construction of I-35 through downtown Duluth has torn up the railroad artery that once lay between downtown and the lake shore. When the freeway is finished, only one railroad track will exist, squeezed among piers and retaining walls of the new freeway. It will carry coal deliveries to the downtown municipal steam plant near Lake Avenue, and also connect the Two Harbors line into Duluth's railroad network. Both the Missabe and Burlington Northern will grant trackage rights to the Rail Authority that will permit excursion trains to enter both the Duluth and Two Harbors depots.

The opening is delayed until 1990 because maintaining track through Duluth during several years of freeway construction would have been costly and inconvenient for the road

builders. Since the Two Harbors line has been out of service for several years already, the decision was made to delay the reconnection until the freeway is finished. Currently it is open as far as Lake Avenue where one can see parts of the new track already in place.

Passenger trains leaving the Duluth Depot for Two Harbors will back west to Garfield Avenue on Burlington Northern track, reverse direction and pass under the freeway in order to reach the new shore line track. Freeway and track will follow the shore at close quarters to near 37th Avenue East where the line ducks under London Road. This viaduct will be replaced and the track lowered about six feet as part of the freeway construction, another reason for delaying the opening.

The line needs about 20,000 new ties, repair of minor wash outs and other



Great Northern Ten Wheeler 1083 appears to be backing its train into the station platform area of the Duluth Union Depot circa 1930's. Minnesota Historical Society Collection.

rehabilitation which the Missabe is expected to perform. Shank said a new passing siding is needed near the **Glen Sheen Mansion** at 40th Avenue East to handle short turn-around excursions from the Depot. With two more years to go before the opening, this work should be finished by the 1990 deadline.

The line is expected to carry pulp logs to the Comstock Pacific plant in Duluth, and perhaps also a dinner train. Commercial contractors would operate these services. In addition, the Missabe will retain trackage rights over the line for both deadhead and revenue movements between its Two Harbors and Duluth terminals. Finally, Shank expects the Lake Superior Museum will be a major player in the new railroad, providing equipment, volunteers and know-how for public excursions and charters. The Rail Authority would own the line, however, saving the Museum the burdens of owning and maintaining a 27-mile railroad with several massive bridges.

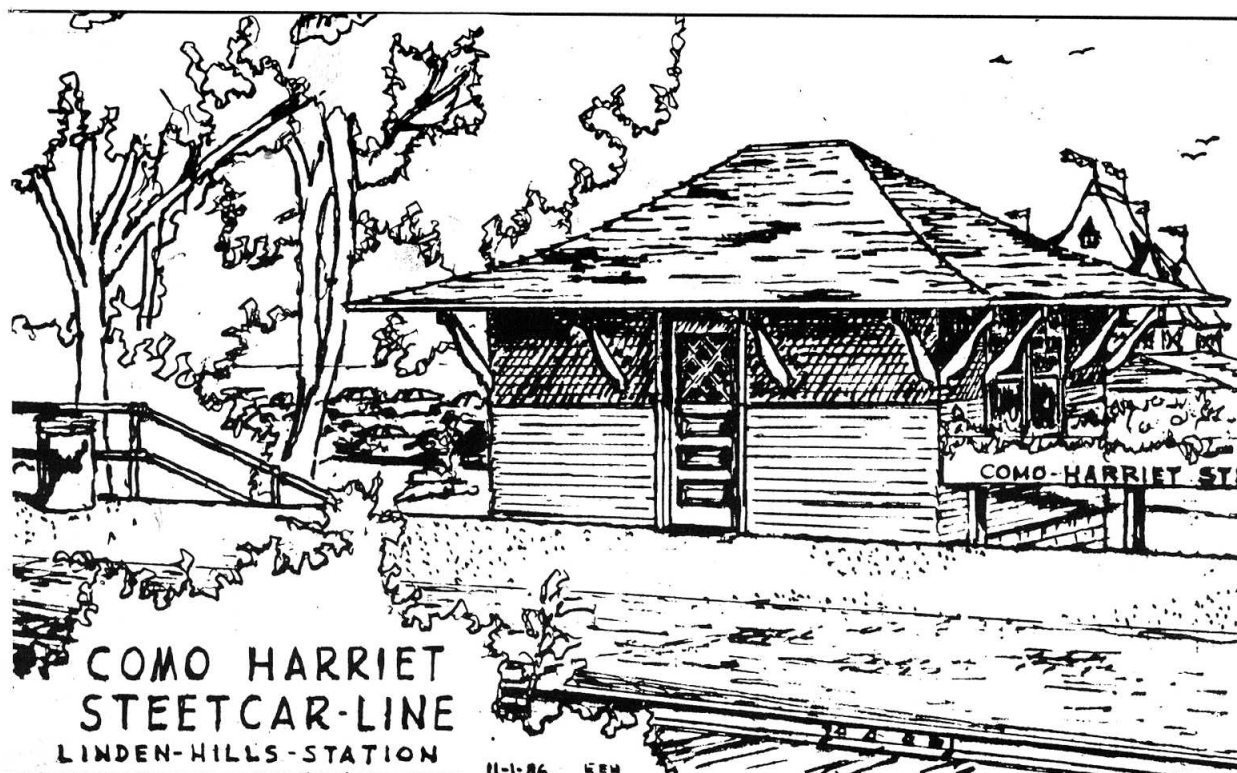
The LSMT is evaluating three steam engines from its collection for possible service on the Two Harbors line:

ex-Northern Pacific No 2435, a T-1 Class Prairie (2-6-2) engine; ex-Duluth & Northeastern No 28, nee-Duluth, Missabe & Northern No 332, a C-3 Class Consolidation (2-8-0) engine; and ex-Duluth & Northern Minnesota No 14, a light Mikado (2-8-2) engine thought to be in the most restorable condition. Overhaul work currently is being rushed on the Museum's ex-Wisconsin Central (Soo Line) FP7A diesel unit, No 2500, pending replacement of its generator. Some thought is being given to acquiring a second F unit that would permit bi-directional operation. Shank cited several coach and first class cars in the LSMT collection which are serviceable and available to help support the new service.

As a preliminary overview of train operations, Shank imagined a dinner train running to Two Harbors nightly plus Sunday afternoons. Steam powered excursions would operate as far as 40th Avenue East, the Glen Sheen Mansion, plus service to Two Harbors on two days each month in season operated by the Museum. Pulp and other freight traffic of the Missabe and/or a shortline operator would move as needed.

How do you make the railroad part of the Duluth scene? With the line paralleling part of the **Grandma's Marathon** route, Shank speculated that the trains could be an excellent vantage for watching or even televising the event. He mentioned keying to local celebrations like the annual Knife River Fish Cake Fry, and the possibility of excursion trains and boats exchanging passengers with each other at some midpoint along the route.

Shank emphasized that the Museum will be assured of special operating rights on the Two Harbors line to augment its other public programs. He noted that discussions with USX have covered ways to ensure that the business cars "Northland" and W-24 will remain in the Twin Ports area if and when USX elects to dispose of them. Shank quivered at the thought of coal smoke and valve oil mingling with other north shore fragrances. Judging from past performance, Don Shank's dreams will probably come true and inspire Duluth residents and visitors alike. 🚂



Artist's rendition of Como-Harriet Station by Eugene Hickey.

Traction Report

Status of Depot at West 42nd Street & Queen Avenue South:

The proposal to build a replica of the 1900 Linden Hills trolley depot at Lake Harriet has been forwarded to the Minneapolis Heritage Preservation Commission by the Planning Department of the Park Board.

Unlike previous building projects at Lake Harriet, this project is outside our lease agreement and calls for the Park Board to work through the various governmental agencies before a building permit can be issued. Unfortunately, this is a slow process.

A picture of the original depot has been published in previous Minnegazettes, the latest being May-June of 1986. The depot was moved in 1914 and served as a boat house until 1939.

Member **Peter Sussman** researched the depot and came up with the following bits of information:

Depot at West 42nd Street & Queen Avenue South:

Building permit issued: October 29, 1900

Estimated Cost: \$300

Architect: Harry W. Jones.

Builder: Brown and Currier


Completed: November 12, 1900

Dimensions: 14 feet (Fronting on W. 42nd Street) x 18 feet.

Lighting: five, 16 candlepower bulbs (probably in series to operate on 600 volt D.C. trolley voltage). Lights were installed in 1901.

The drawing of the depot setting and an architectural drawing of the depot were done by Museum Member **Eugene Hickey**, with photographic assistance by **Larry Schreiber**.

A rough estimate of the cost to build the depot today is between \$25,000 and \$30,000. We cannot go out for bids until our proposal appears to have a good chance for acceptance by all agencies.

-**George K. Isaacs**
Roadmaster, CHSL 


Railroad Report

Work continues at the Jackson Street Shop to get everything organized. Two tracks have now been laid into the new building and work is now beginning on track three and four. Mercury vapor lights have been installed in the new building, a great improvement for work after dark.

Rock Island commuter coach 2604 was the first piece of rolling stock to reside in the new building on rails. In spite of the small work force at Jackson Street, the crews have been diligently working to get things ready for summer. Work crews have been spread very thin between laying new track, and getting equipment ready for the summer operation of the S&StP. The few people who do come out to work can be commended for the amount of work they have accomplished in a short time this spring.

In addition to the new trackage, Rock Island commuter coach 2608 received new interior paint and at least half the seats were reupholstered before the

car had to be shipped out for the S&StP's opening day this season. The new interior colors include a white ceiling, buff walls down to the belt rail, brown walls below the belt rail, gray floors and seat frames, and brown seats. The car looks great and passengers should notice an improvement over last year.

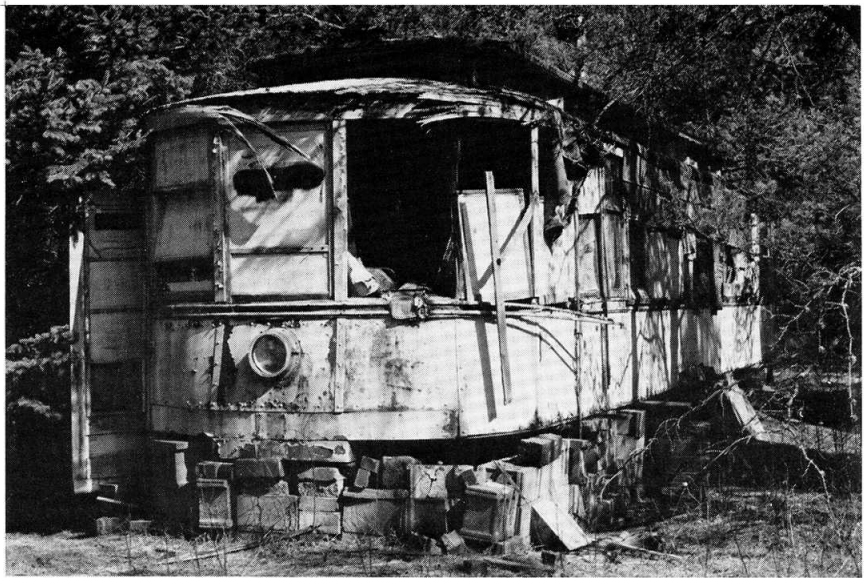
Please consider volunteering a Wednesday or Saturday at Jackson Street, we plan on getting more equipment ready for operation this summer and much trackwork remains. With the arrival of summer our crews have become even more sparse so any extra hands willing to work will be greatly appreciated. 

Parts Found For Car 1239

- Bill Graham

Finding parts for a street car restoration becomes more difficult as the years go by as those carbody in the woods disappear one by one. It is especially trying with Car 1239, which can use parts only from cars of the 1100, 1200 and early 1300 series, making it a particularly rare breed in 1988. However, we were fortunate enough to have Bob Stemer call the Jackson Street Hotline and offer stripping rights on TCRT carbody he recently acquired with a lake lot (Stemer is an Eagan resident who sometimes rides the Como-Harriet streetcar line). He even supplied us with a video tape showing the car, which solidified Project Manager Karl Jones' decision to take advantage of the opportunity.

Karl and I headed up north with our screwdrivers and pry bars in hand to find out what we could get from Car No 1215, which was located approximately five miles east of Lake Itasca (about a four hour drive from Minneapolis). Upon reaching the property, we were met by the Stemer's and their newly acquired, but aging streetcar. It was a jolt to see the yellow car smiling through the stand of pine trees that stood before



This is the view of TCRT 1215 which greeted Bill and Karl as they arrived on the property. Bill Graham Photo.



Karl and Loren assess the parts acquired from 1215. Note the Old Crow billboard ad which they found. Bill Graham Photo.

it. We discussed the plan of what we wanted from the streetcar and how they could dispose of it afterwards. In May 1988, northern Minnesota was under a "no exceptions" burning ban, therefore the alternative of burning the car was out of the question.

At last we were left to do our task but we had to first shoo a reluctant porcupine from the streetcar before we could begin. We began by counting up the usable parts and woodwork for our Car 1239. We tallied a dozen or so window sashes, a small

mountain of window guide strips, facings and bulkhead parts, platform paneling, a nearly complete set of cane seats in excellent condition, a handhold and various brackets plus a coffee can full of brass screws.

We liberated the headlight and back-up box, and found that the brake valve moved as if it had just been lubricated. Unfortunately, despite all of its treasures, all three roll signs were missing from Car No 1215. By late afternoon Karl's pickup was already full even before most of the seats had been removed from the car.

The project required two trips, so a week later Karl and I headed north again, along with **Loren Martin**, to finish what had been started. Loren worked on chopping out the hand brake rod and in the process discovered the car still had its gong. I'll bet his shouts of glee and those resounding clangs were heard all the way to Bemidji! In a matter of minutes Loren had the gong, bracket and clapper in hand.

Later, we worked on removing the seat bases, which was not easy. Steel screws were well rusted into a solid oak floor where generations of rodents had lived and in some places, there were porcupine droppings nearly a foot deep! Undaunted but gasping while trying not to breathe, we hammered and pried the seat bases loose and managed to save a nice collection of square-headed nuts and bolts for Loren.

Once again, we had filled the truck with even more parts for Car 1239. Those parts are now stored at the Jackson Street Roundhouse and they will definitely go a long way toward replacing what 1239 lacks.

Thanks to the Bob Stemer family for thinking of MTM before disposing of their carbody. 🚗

1988 Members Picnic August 21, 1988 Stillwater & St. Paul Railroad Stillwater, MN 11:00 am to 1:00 pm

Got A Question?

**Just Dial
228-0263**

Ever wonder what's happening at Stillwater, Jackson Street Roundhouse, Lake Harriet or Waite Park on the weekends? Are Stillwater trains running on schedule, and which pieces of track are crews working? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your Minnegazette that may (or may not) give you the answer?

MTM had you in mind when we installed a telephone line with a regularly updated information message. The message is revised to help members stay up to the minute on what's happening, where and when.

NRHS Operates Dakota Rail Excursion

The Northstar Chapter of the National Railway Historical Society chartered Dakota Rail's "mini-Hiawatha" for a round-trip between Hutchinson and Wayzata on May 15, 1988. With Dakota Rail owner **Jerry Ross** at the throttle of a nicely refurbished train, about 40 NRHS members and friends enjoyed the 80-mile ride. Dutch doors were available for rail-fanning, and each passenger was invited for a cab ride.

Since taking over operation of the Hutchinson branch from Burlington Northern, Dakota Rail has replaced 25,000 ties and installed 385 carloads of rock ballast on the 44 miles of line. The improvements are apparent in the speed and ride quality of the train. Jerry said he plans to begin replacing rails this year.

Dakota Rail operates the consist on weekends as a dinner train from its Hutchinson depot.

Advance reservations are recommended. Please call 587-4018.


Midsummer Music Festival Train

- Jeffrey Braun

Over the past two years Minnesota Transportation Museum member Gene Corbey has been working with the Midsummer Music Festival committee on plans to operate a passenger train for the 1988 Music Festival. The original plans called for MTM to run a ten car train powered by two MTM diesels and MTM crews from Amtrak depot to the festival site at Hyland Lake Park Reserve.

As the summer of 1988 drew near it was apparent that MTM could not provide the needed equipment in time for the festival so alternative plans were pursued. At this point the Soo Line Railroad Company agreed to take over the project. The Soo Line provided two locomotives and crews while passenger cars were provided by the Duluth, Missabe & Iron Range Railway and the Lake Superior Museum of Transportation and Industry.

On June 17, the Soo operated a special seven car V.I.P. train complete with open platform observation car for the founders and workers of the Midsummer Music Festival and other special guests. The train ran from the Amtrak Midway depot to Bloomington, MN over the Soo Line and old Minneapolis, Northfield and Southern Railway trackage. MTM provided volunteer car attendants.

In addition to the V.I.P. special the Soo operated evening shuttle trains June 17th through June 25th. The train consisted of three air conditioned cars and a locomotive, and ran from 84th Street to the Music Festival site. MTM provided the car attendants. Passengers rode at no charge with a total of 4580 passengers riding the train during the festival. Passengers were impressed with the Soo Line's operation of the train and many said they hoped it would run again next year. Running the Soo Line passenger train special proved to be a positive experience for all those involved. 



Duluth Missabe & Iron Range Ry business car Northland brings up the rear of the Midsummer Music Festival VIP special June 17, 1988 as the train leaves Amtrak Depot St Paul, MN.
Jeffrey Braun Photo



Midsummer Music Festival VIP special rolls through Raymond Avenue yard, St Paul, June 17, 1988 powered by a pair of Soo Line EMD GP-38-2's No's 4415 and 4416. The caboose contains a generator to power the air conditioned cars and train lighting.
Jeffrey Braun Photo.

Twin City Rapid Transit in Como Park


-Aaron Isaacs



Looking west from Lexington Avenue, a standard car glides through the grass enroute to St Paul circa 1940's. Aaron Isaacs Collection.

In the shadow of the graceful Lexington Avenue bridge, cars load for both Minneapolis and St Paul in this 1906 view. Minnesota Historical Society Collection.

Within the city limits of Minneapolis and St. Paul, the Como-Harriet line has had more private right of way than any other. This endeared it to railfans and made it stand out in the memories of present-day Lake Harriet trolley riders. They still reminisce about leaving the streets behind at 31st & Irving and loving it as the motorman put her in the corner and achieved perilous speeds along the cemetery.

Why is it then that the stretch through Como Park in St. Paul is unremarked in comparison? Almost a mile long, it left the center of Como Avenue at Hamline Avenue, and climbed a short grade through a patch of woods. It crossed Beulah Lane on a short bridge, followed by a grade crossing of Horton Ave. From there it curved northeast through an open meadow, passed under the arched Lexington Avenue overpass, and stopped at the substantial Como Park Station. Upon leaving the station, it ducked under a second overpass that still exists today, which was followed by a sweeping curve to the right and returned to street running .

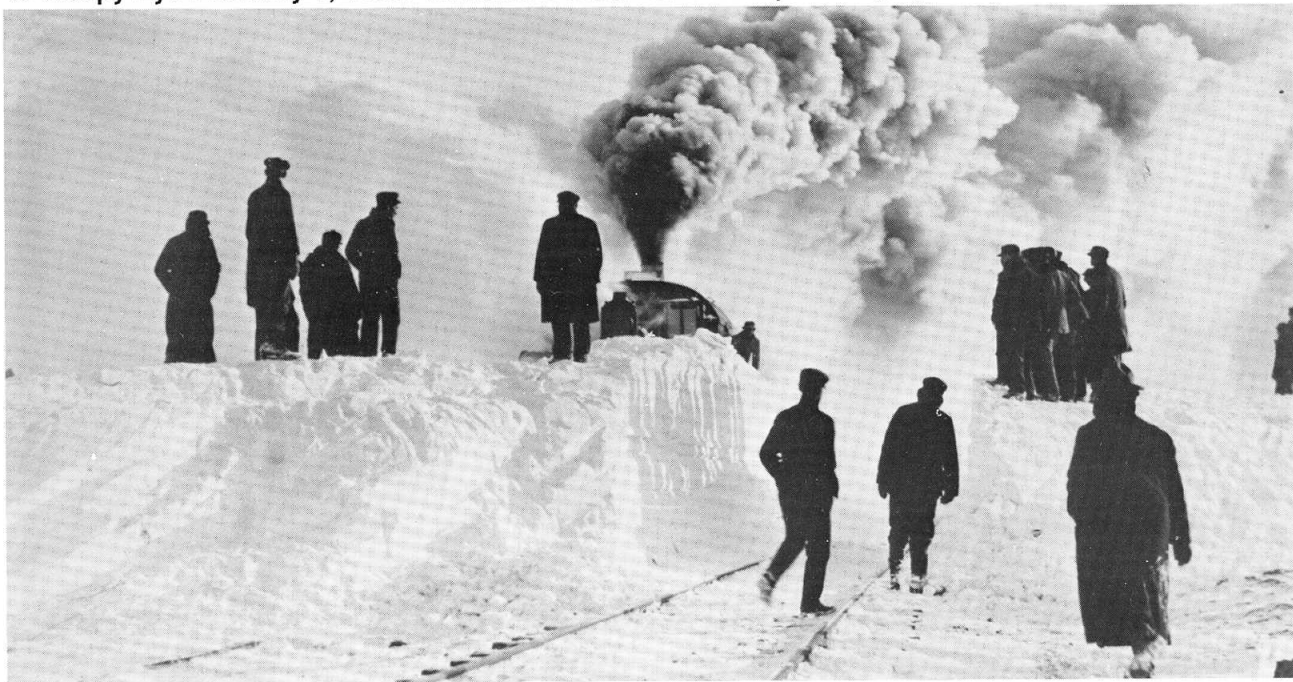


Today's Cold, continued



There's a strong wind in evidence in this January 30, 1909 view of a rotary on the C&NW at Sanborn. Minnesota Historical Society Photograph

Two days after clearing Sanborn in the photo above the same C&NW rotary has made it 22 miles east to Sleepy Eye February 1, 1909. Minnesota Historical Society Photograph



Forecast d blowing snow



The C&NW has abandoned a whole network of branch lines in southwestern Minnesota. Shown here is Morgan on the Sleepy Eye - Redwood Falls branch about 1905. The depot is now owned by a private party and has been moved a block away. Minnesota Historical Society Photograph

It's unclear whether this is a passenger or freight train leaving Cloquet, MN behind Pacific No.1372 on the Great Northern on a cold 1937 day. Minnesota Historical Society Photograph



Minneapolis Northfield and Southern Railway Russians and Gas Electrics

-Jeffrey Braun

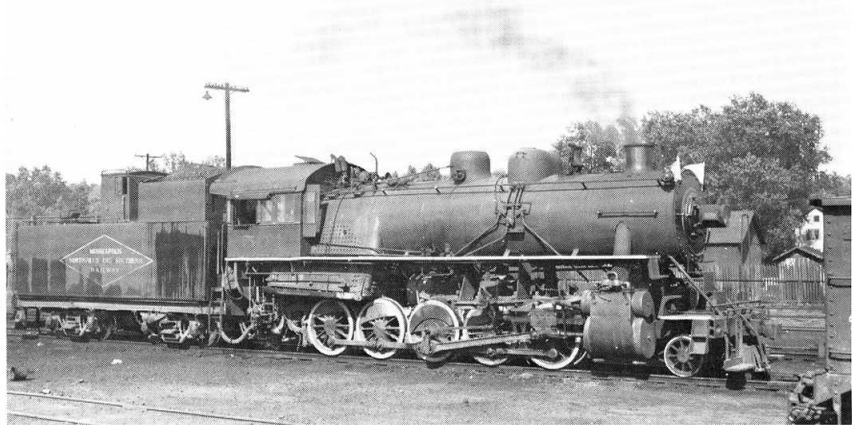
From the time I was a child, the Minneapolis Northfield and Southern Railway has always been of special interest to me. I've lived in Richfield all my life so the MN&S was my hometown railroad. My friends and I spent many years railfanning the MN&S by bicycle long before we were old enough for driver's licenses. Richfield High School is situated less than 100 feet from the old Dan Patch High Line and more than one English class or marching band rehearsal was disturbed by the passing of the MN&S. Even though the MN&S has been absorbed by the Soo Line and nowadays the usual power is a pair of ex-Milwaukee or Soo road switchers, I'll always remember the blue and silver MN&S switchers and their air whistles that sounded somewhat like a steam locomotive.

While the MN&S that I remember is the MN&S of the 1960's and 70's, the railroad has quite a history behind it. The Dan Patch Electric Line that preceded it had been the first common carrier to successfully use internal combustion electric locomotives in service. The builders of the Dan Patch had high hopes for the road back in 1913. They owned much of the land to the south of the Twin Cities along their right-of-way and hoped to develop it into a vast suburban area which in turn would provide business as passengers commuted downtown. The Dan Patch main line began at a joint Twin City Rapid Transit-DPEL depot at about 54th Street and Nicollet Avenue South in Minneapolis. From there it ran south past the railroad's company shop at 60th and Nicollet and on through the countryside to what would become Richfield and Bloomington. Once across the Minnesota River the railroad headed for Northfield. Unfortunately the Twin Cities didn't expand as fast as the Dan Patch Management had hoped.

By April 1918, the Dan Patch Electric Line was nearly bankrupt. Despite that fact, a small group of Twin City businessmen saw a future for the railroad and were hard at work planning to put Dan Patch on its feet. By July of that year the group, headed by Mr. H.E. Pence, Sr., had formed a corporation in South Dakota and raised the \$250,000 needed to get Dan Patch Electric out of red ink. The

new corporation was the Minneapolis Northfield and Southern Railway.

Thus by July of 1918, the MN&S had acquired the assets of the Dan Patch Electric Line. MN&S kept one steam locomotive, No 200, and three gas electric motor cars, numbers 14, 15, and 16, while the remainder of the Dan Patch equipment was sold. Even though MN&S took over in July it



MN&S Russian 504 shown in this view at Glenwood JCT was built by the Brooks Works in 1918 for Tsarist Russia but never made it overseas due to the Russian Revolution. MN&S acquired the locomotive in 1933. H. Van Horn Photo, G. Tufford Collection.



MN&S 12 at Glenwood JCT is a 1916 GE-Wason gas electric and was originally owned by the Florida East Coast Railroad. No 12 came to the MN&S in 1921. H. Van Horn Photo, G. Tufford Collection.

was not until September that the railroad reopened. Soon after the railroad resumed operation it became clear that motive power would be in short supply. To solve the problem the MN&S began by purchasing an 1889 Baldwin 2-6-0 Mogul which became MN&S No 1. With the acquisition of the one spot, MN&S now rostered two mogul type locomotives. Apparently pleased with the 2-6-0 wheel arrangement, the road bought two new Porter Moguls in 1920 and assigned them the road numbers 100 and 101.

Soon the MN&S resumed passenger service from the Twin Cities to Randolph and on to Mankato via trackage rights over the Chicago Great Western. By the mid 1930's passenger trains only went as far as Northfield. MN&S passenger equipment by this time consisted of three ex-Dan Patch GE-Wason motor cars 14, 15 and 16 plus four Electric Short Line / Minnesota Western GE-Wasons 30, 32, 36 and 38. In addition MN&S acquired ex-Florida East Coast GE-Wason 200 in April 1921, becoming MN&S 12; and two Barney and Smith business cars, the Gopher, and the Pheasant in the mid 1920's.

Standard operating practice called for one of the motor cars to set out for the Twin Cities from Northfield early each morning. Upon arrival at the joint MN&S-MW depot, located in downtown Minneapolis near Seventh Street and Glenwood Avenue, passengers would detrain and the gas electric would proceed to Glenwood Junction where it assisted in switching duties. The motor car would then return to the depot in time for the evening trip to Northfield. The last Northfield-Minneapolis passenger train ran April 30, 1942, with motor car 14, ending 35 years of passenger service on the old Dan Patch Line; however, in the summer of 1943, it did see one more passenger. Following the death of the passenger train's regular engineer, the MN&S honored the gentleman by running one of the motor cars for his funeral.

By the mid 1920's the MN&S was fairly sound financially and began to

look toward expansion. The first venture was the Minneapolis Industrial Railway which ran north from Soonor (a mile or two west of Glenwood Junction), for about six miles making a direct connection with the Soo Line at Crystal. With trackage rights over the Soo Line, the MN&S had access to both the Northern Pacific Northtown yard and the Soo's Shoreham yard, both in North Minneapolis. The Soo even allowed MN&S to use four stalls of the Shoreham Roundhouse for layovers.

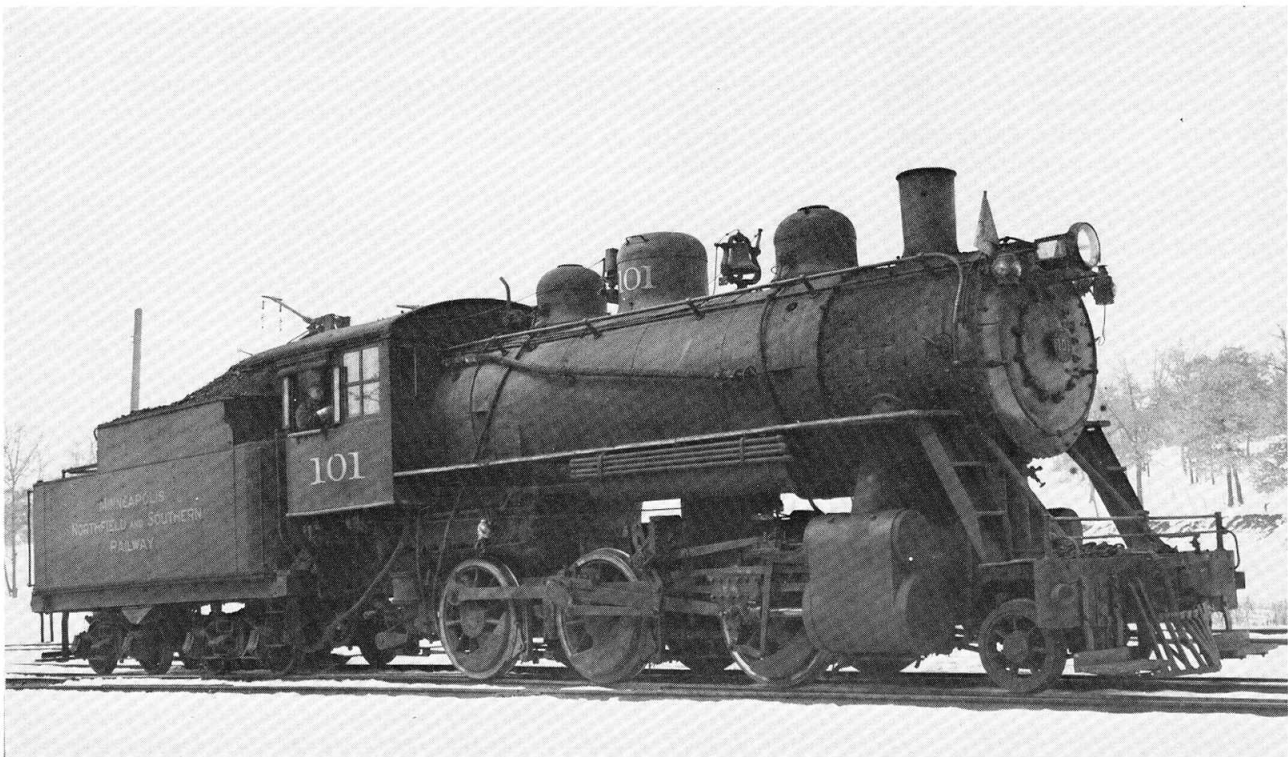
About the same time that Minneapolis Industrial Railway construction was taking place plans were underway for further expansion south. Not long after WWI, two influential men in the local automobile industry had their eye on the MN&S as a portion of a direct route they planned to establish for the shipment of automobiles to the Twin Cities. Mr. Herbert Pence and Mr. Win Stephens planned to buy the Green Bay and Western Railroad. By extending the MN&S past Northfield to a connection with the Chicago and Northwestern, it could then reach the GB&W at Winona via trackage rights over the C&NW. The deal never materialized, however, so Pence and Stephens had to find an alternative route for their cars.

The year 1927 saw MN&S assuming operation of the Minnesota Western. Created by the 1924 reorganization of the Electric Short Line Railway (Luce Line) it ran 115 miles west from Minneapolis to Gluek, MN. In 1927 MW rostered four motor cars which remained in service under the MN&S. The ESL's McKeen car 34 (ex-Soo Line No 1) apparently didn't survive the takeover. With the MW takeover the MN&S got back the old Dan Patch 2-6-0 number 201, which it had sold to ESL in 1918, and a pair of ex-Soo Line cross compound 2-6-0's numbers 143 and 146 which the Luce Line acquired in 1923.

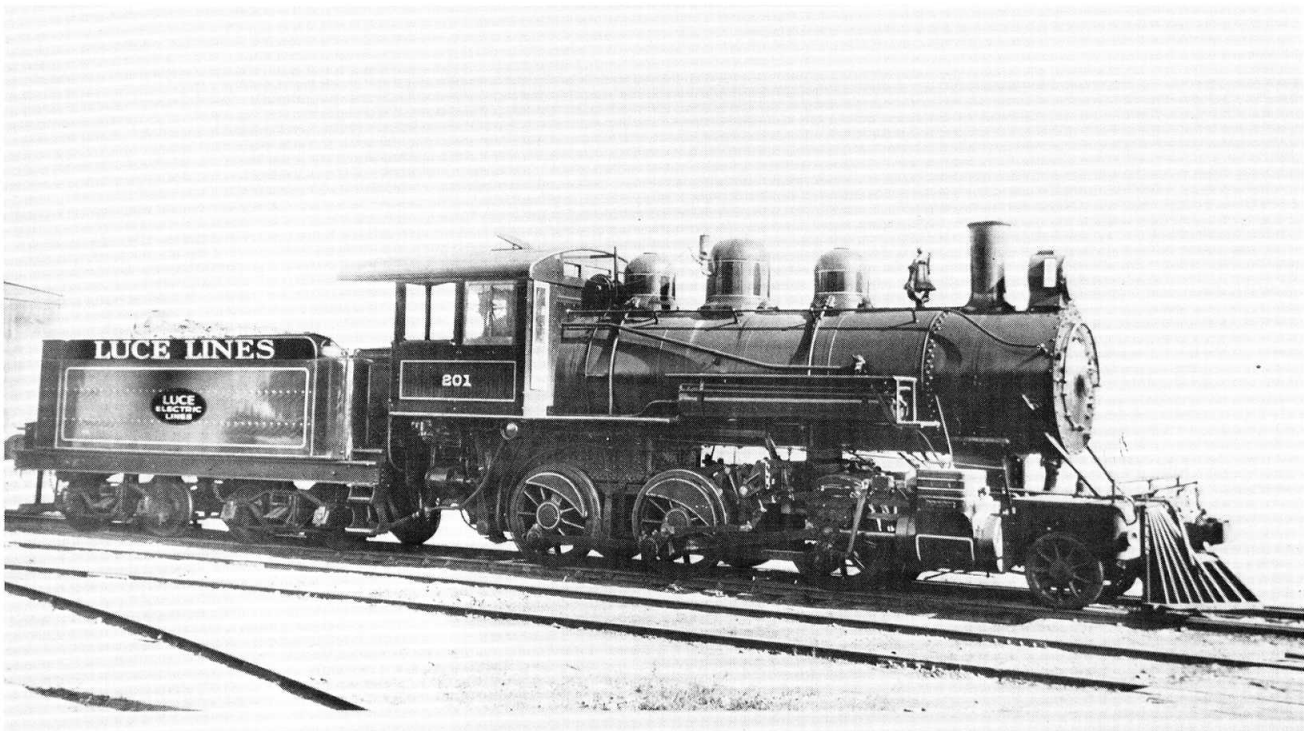
By 1925 MN&S was again short on motive power but not until 1927 did it acquire any more locomotives. The first to arrive were three T-class 2-6-2 Prairie types from the Northern Pacific followed by six C-3 class 2-8-0 Consolidation types from the

Duluth Missabe and Northern becoming MN&S 300-302 and 400-405 respectively. The Prairies and four of the Consolidations were retired by the mid 1930's but the 402 and 404 lasted until the end of steam on the MN&S in the 1950's. The best remembered steam locomotives of the MN&S were probably the Russian Decapods. The first three Russians arrived in 1932. They came from the Detroit, Toledo, and Ironton, numbers 300-302 and became 500-502 on the MN&S. MN&S 503-504 arrived the following year (ex-DT&I 308 and 314). The Russians were perfect for the steep grades encountered crossing the Minnesota River valley where double heading was the rule. The year 1935 brought two more Russians to the MN&S. The 505 and 506 had been 2464 and 2494 on the Erie Railroad. Although 506 was assigned a road number it never actually saw service on the MN&S because it had been purchased for parts only. The last of the Russians arrived during WWII in 1944. MN&S second 506 arrived on the MN&S by a curious route. Built in 1944 by Baldwin for the Soviet Union, the locomotive never made it there. While it was being loaded aboard ship in Seattle it was accidentally dropped on the dock and was damaged. After being sent back to Baldwin for repairs the MN&S acquired the locomotive. The last steam locomotive acquired was the 507, coming from the Alabama, Tennessee, and Northern where it had been the 427, and Erie 2450 before that.

While gas electrics ruled the passenger runs, steam was king on the freight end of the business as opposed to the gas electric days of the old Dan Patch. Mainline trains were almost always powered by doubleheaded Russians. Trains crossing the Minnesota River bridge required locomotives to be separated by idler cars because of weight restrictions on the bridge, while transfers to the Soo, NP, or Great Northern did not require the use of idlers. A usual trip to Northfield transpired as follows: Once a train had arrived at Northfield and completed its switching duties it would proceed to Randolph with the locomotives running backwards. The



MN&S 101 is one of two locomotives of the Mogul type which were bought brand new from the Porter Company in 1920. Harold Van Horn Photo, G. Tufford Collection.



Pictures don't always tell the truth. While this appears to be a builders photo of Electric Short Line (Luce Line) locomotive 201, it is in reality a retouched builders photo of Dan Patch Electric Lines 201. Luce Line Management wanting a builders photo of their 201 recently acquired from DPEL requested Porter to retouch the DPEL photo of 201 adding a Luce Line logo instead. H.K.Porter Photo.



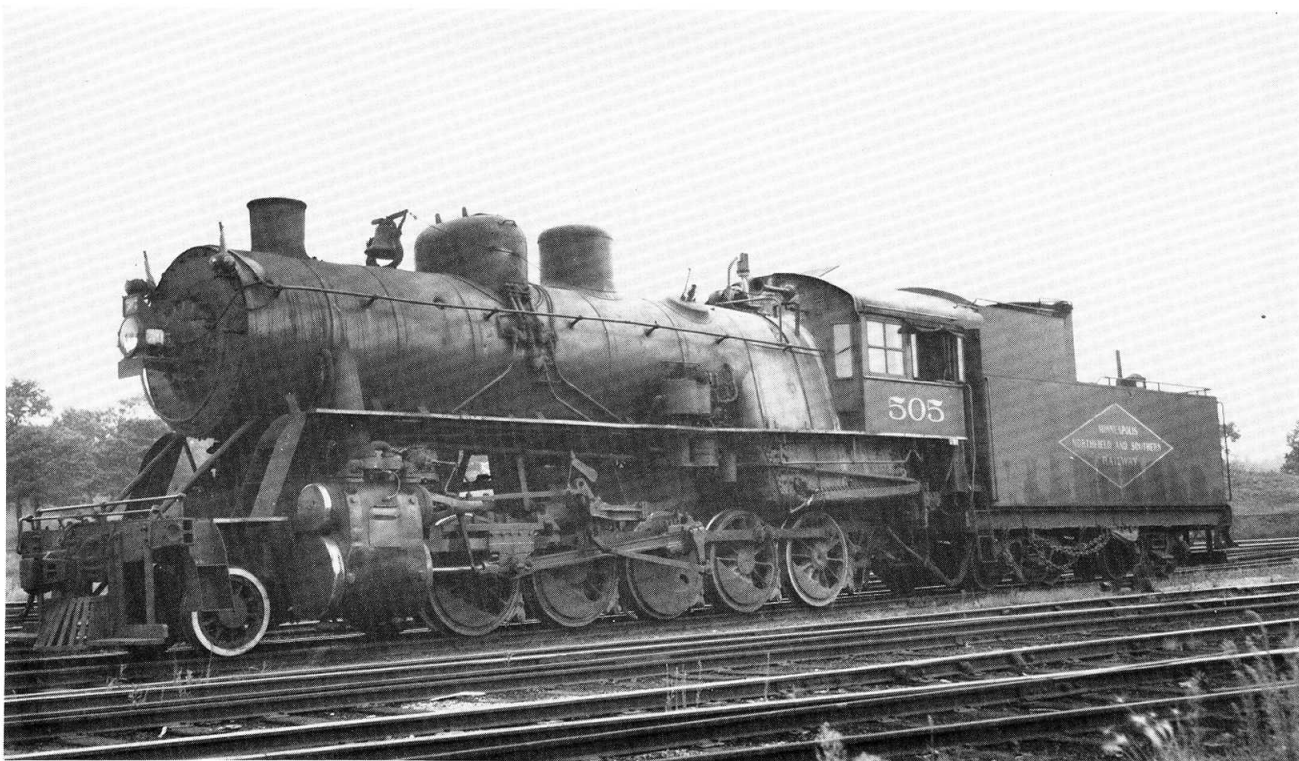
MN&S 404 is a long way from its original home in Northern Minnesota. A 1905 product of Alco, the 404 came to the MN&S from the Duluth Missabe & Northern in 1927. H. Van Horn Photo, G.Tufford Collection.



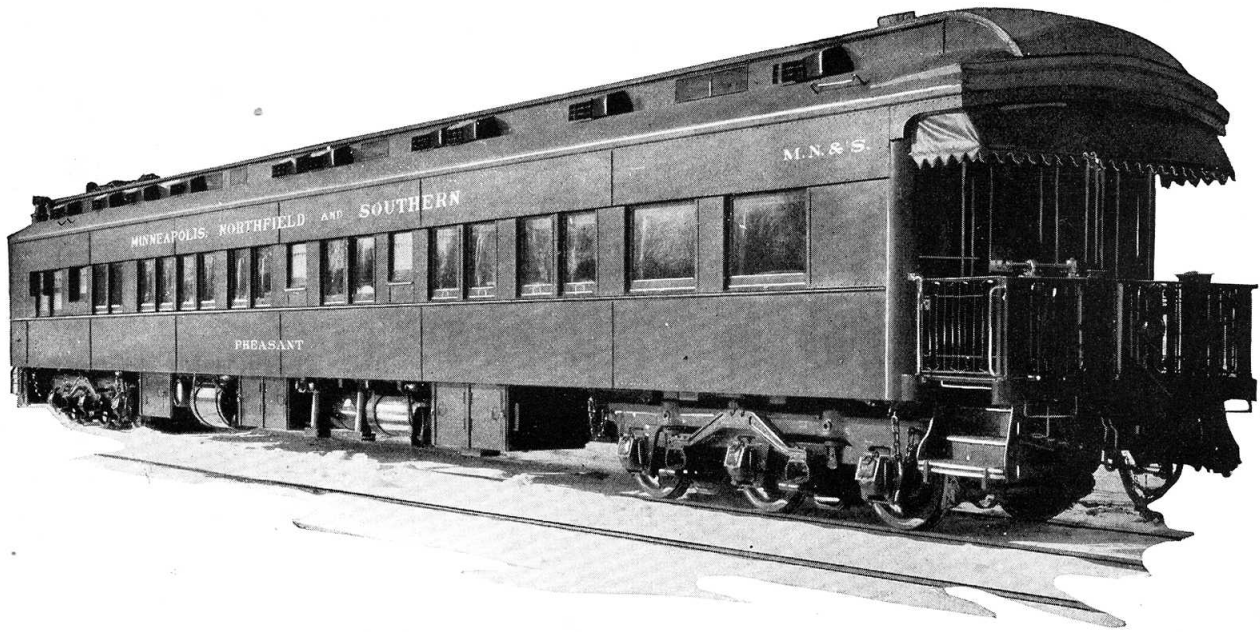
Apparently in storage at Glenwood JCT due to the boarded up windows and headlight is MN&S 405. 405 is a 1907 Alco and was acquired in 1927 along with five other locomotives of the same class from the Duluth Missabe & Northern. H.Van Horn Photo, G.Tufford Collection.



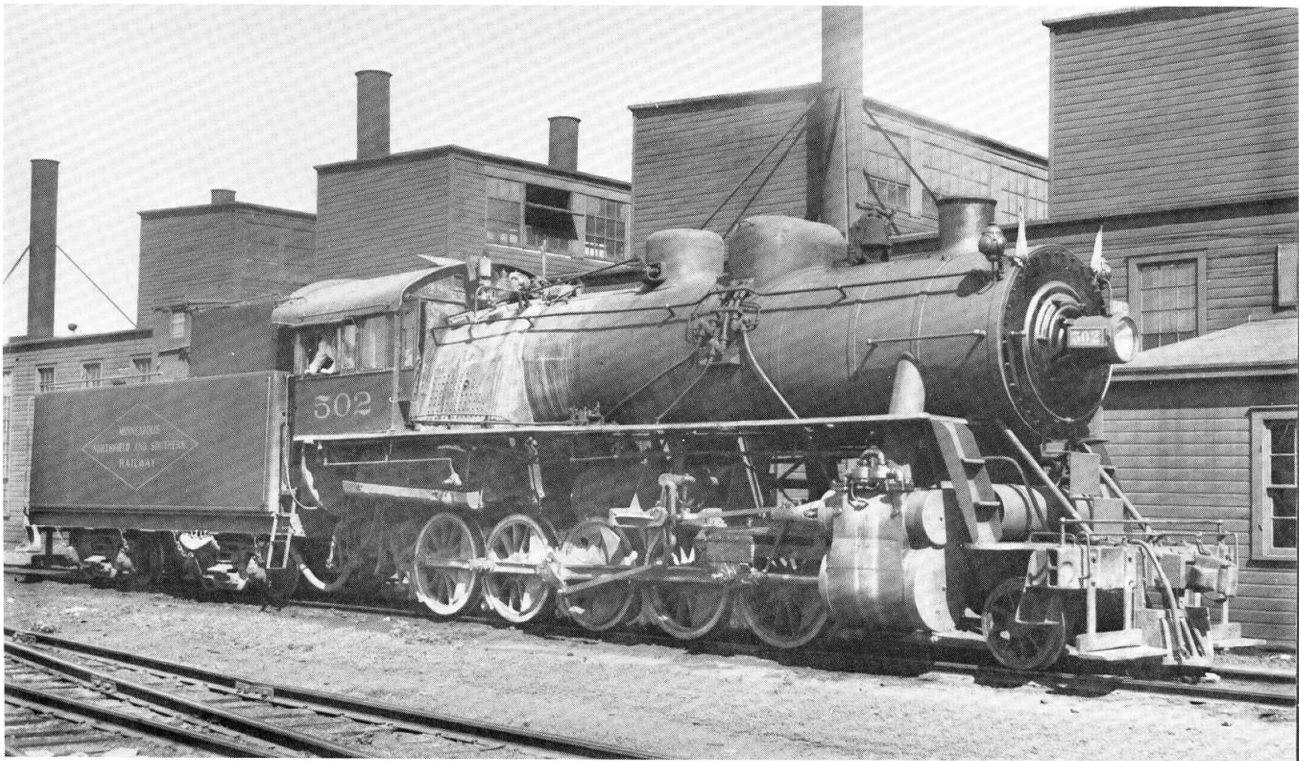
Here the Gopher, one of two MN&S Business cars, is resting on a siding of the Great Northern Railway in Tower, ND while out on a hunting trip in 1947. MTM now owns this beautiful Barney & Smith observation car which still happens to have its ornate woodwork and stained glass clerestory windows intact. Win Stephens Family Collection.



The 505, like other MN&S engines, is rather clean lined, lacking much of the unsightly exterior piping that locomotives of other roads often have. Note the polished cylinder covers and white footboard edges and tires. H.Van Horn Photo, G.Tufford Collection.



Built by Barney & Smith in 1916 for the Great Northern Oriental Limited as a compartment observation car, the car became the MN&S Pheasant in the mid 1920's. Surprisingly the car still existed up until 1985. Unfortunately the car's location and overall condition made restoration cost prohibitive but MTM was allowed to salvage parts from the car before it was scrapped by the owners. Dupont magazine Photo.

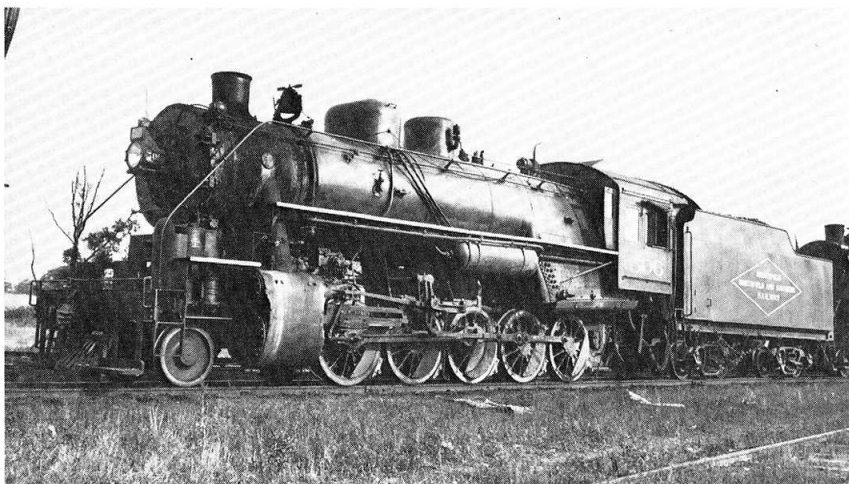


Stranded in the United States by the Russian Revolution, this 1917 Brooks built Russian went to work on the Detroit Toledo & Ironton. In 1932 the MN&S acquired the locomotive and renumbered it 502. Here 502 sits outside Glenwood Shop. Steam power was painted black with red oxide cab roofs, sometimes polished cylinder covers, and gold lettering (white in latter years). Footboard edges and tires were also striped. Harold Van Horn Photo, G. Tufford Collection.



locomotives would stay the night at Randolph not far from the Chicago & Great Western depot. In the morning the train would return to Northfield over the joint CGW-MN&S trackage with its train and CGW transfer cars. At Northfield, the locomotives would be turned and headed back to Glenwood Junction with their train.

Steam ruled the MN&S for 40 years but the late 1950's brought an end to the MN&S steam era. During that time the MN&S roster was a menagerie of new, used and "hand-me-down" locomotives and equipment. Cross Compounds, Russians, Consolidations, Prairies and Moguls

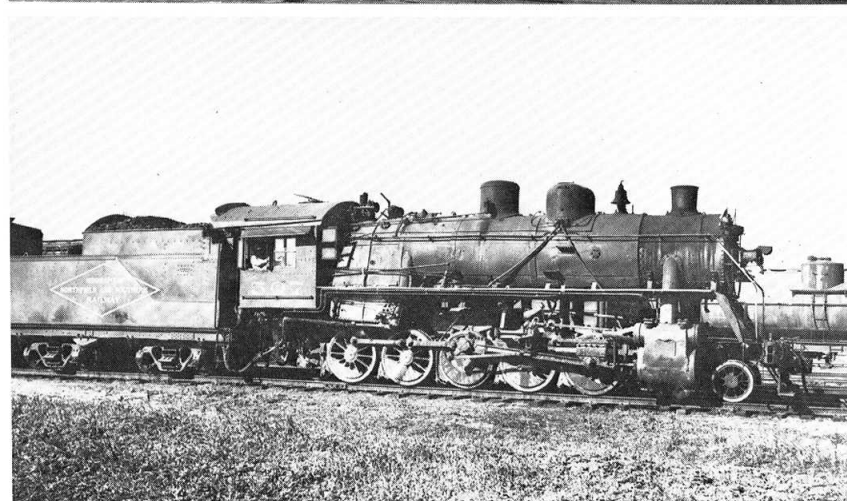
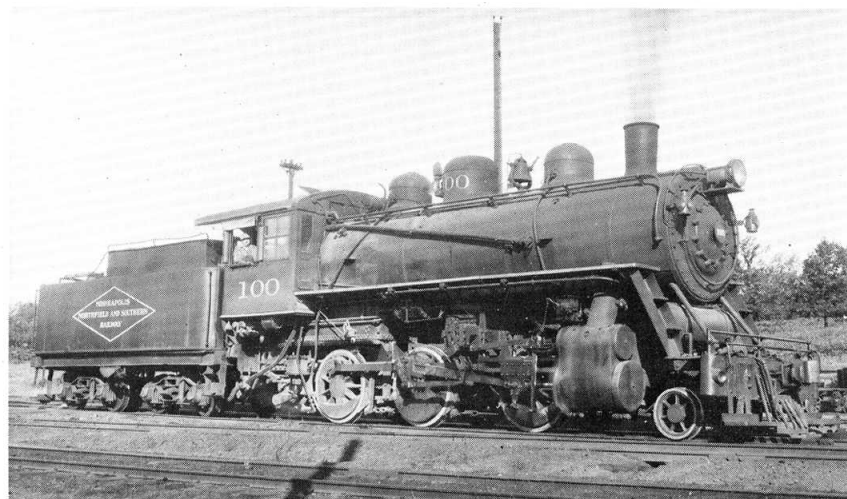


Top: MN&S caboose 08 resting at Glenwood JCT when MN&S cabooses still had their cupolas. The cupolas appear to have been removed somewhere around the late 1950's.

Middle: Second 506 probably at Glenwood JCT. Note NP style headlight evidently from a retired prairie. H.Van Horn Photos, G.Tufford Collection.

Bottom: All MN&S-MW passenger trains passed through the Downtown Minneapolis Depot sometime during the day. Norm Podas Photo.






Top: judging by the classic lines of caboose 012, one may speculate it to be of DM&N or D&IR heritage.

Middle: MN&S 2-10-0 No 507 ready to depart with its train.

Bottom: MN&S 2-6-0 No 100 is the sister engine to 101. H.Van Horn Photos, G.Tufford Collect.

all resided together at one time or another beside a handful of gas-electric cars at Glenwood Junction. Even though the MN&S was more utilitarian than elegant, there was something endearing about the small railroad. Perhaps what made it unique was its laid back, small town personality. Where else but on the MN&S would executives go pheasant hunting from the rear platform of the business car while it was being shoved at speed? Perhaps it was the friendliness of the road and its employees, or the fact that it was one of the Twin Cities very few true hometown railroads. It is difficult to pinpoint a single cause for the railroad's allure. It must differ with those who have been fortunate enough to experience or enjoy the Minneapolis Northfield and Southern Railway.

But then again, maybe it's just the Russians and Gas-Electrics. 

Minneapolis Northfield & Southern Railway Steam Locomotive Roster

Number	Type	Builder	Built	Drivers	Notes
1	2-6-0	Baldwin	1889	60"	Aquired 1918, Retired 1920
100	2-6-0	Porter	1920	53"	Bought new
101	2-6-0	Porter	1920	53"	Bought new
143	2-6-0	American	1907	55"	Ex-Soo Compound, retired 1932
146	2-6-0	American	1907	55"	Ex-Soo Compound, retired 1932
200	2-6-0	Porter	1915	51"	Aquired from DPEL 1918, retired 1931
201	2-6-0	Porter	1915	51"	Ex-DPEL, aquired with MW 1927, retired 1934
300	2-6-2	American	1906	63"	Ex-NP class T, aquired 1925, retired 1932
301	2-6-2	American	1906	63"	Ex-NP class T, aquired 1925, retired 1932
302	2-6-2	American	1906	63"	Ex-NP class T, aquired 1925, retired 1932
400	2-8-0	American	1907	56"	Ex-DM&N, aquired 1927, Retired 1932
401	2-8-0	American	1907	56"	Ex-DM&N, aquired 1927, Retired 1936
402	2-8-0	American	1905	56"	Ex-DM&N, aquired 1927, Retired approx. 1949
403	2-8-0	American	1905	56"	Ex-DM&N, aquired 1927, Retired 1935
404	2-8-0	American	1905	56"	Ex-DM&N, aquired 1927, Retired approx. 1949
405	2-8-0	American	1907	56"	Ex-DM&N, aquired 1927, Retired 1931
500	2-10-0	Brooks	1917	52"	DT&I 300, USRA 1066, Russian E1155
501	2-10-0	Brooks	1917	52"	DT&I 301, USRA 1067, Russian E1156
502	2-10-0	Brooks	1917	52"	DT&I 302, USRA 1068, Russian E1144
503	2-10-0	Brooks	1918	52"	DT&I 308, USRA 1081, Russian E1191
504	2-10-0	Brooks	1918	52"	DT&I 314, USRA 1096, Russian E1206
505	2-10-0	Brooks	1918	52"	Erie 2464, USRA 1077, Russian E1187
506	2-10-0	Brooks	1918	52"	Erie 2494, aquired 1935 for parts only
506 ^(2nd)	2-10-0	Baldwin	1944	52"	Ex-USSR Ea2379, aquired 1944
507	2-10-0	Brooks	1918	52"	Erie 2450, AT&N 427 1943, MN&S 1945, Russian E1187

Gas Electric Car Roster

Number	Built	Builder	Notes
12	1/1916	GE-Wason	FEC 200, MN&S 12 4/21, retired 1942
13(16)	7/1915	GE-Wason	DPEL 13, Renumbered MN&S 16 1920, Retired 1939
14	8/1915	GE-Wason	DPEL 14, Retired 1942
15	1908	GE-Brill	DPEL Marion/ Irene, retired 1942
55	6/1912	Wason	Trailer, DPEL 55, retired 1942
59	4/1913	Wason	Trailer, DPEL 59, retired 1942
A1	1918	White	31 Passenger Railbus built at Company Shops, Sold 1922



Redwood Depot


-Aaron Isaacs

Redwood was built by the old Minneapolis & St. Louis Railroad line along Minneapolis to Watertown, SD. Sitting in the pleasant Minnesota River Valley, and it served North Redwood, a tiny suburb of the much larger city of Redwood Falls. Now operated as the Minnesota Valley, the ex-M&StL hosted doodlebug passenger trains until 1960.

The depot's real claim to fame is its connection with retail giant, Mr. Sears of Sears, Roebuck & Co. Sears was the agent for M&StL and started a mail order business out of his office in North Redwood.-

The two interiors date from 1936. Agent Joe Zigler is at his post, surrounded by the timeless tools of the trade. The waiting room benches are kept shiny by three gentleman practicing the time honored custom of "hanging around the depot."

The final view, taken near the end of passenger service, dates from 1959. The depot has now acquired an addition on its west end along with a sign that tells about Sears. Notice the painted shadow fluting on the ex-Army troop sleeper, to help it blend in with RDC's and streamlined coaches.

The depot still stands as a historic site. 





Above: The Northstar chapter of the National Railroad Historical Society (NRHS) hosts many different railfan events. This particular occasion in the spring of 1988 was a night photo session at the NSP Riverside Plant in Mpls, MN. EMD SW-1 No 79 was the premiere subject. Bob Ball Photo.

Inside Back Cover: A rather interesting view of the interior of Twin City Rapid Transit 932. Note the location of the light bulbs on the side walls and the fact that there is no access to the motormans compartment from the passenger area. MTM Collection.

Back Cover: Great Northern 2552, a class S-1 Northern heads up #27, the Fast Mail. It is seen as it climbs Great Northern hill west, past Jackson Street Roundhouse and Shops July 25, 1947. Built in 1929 for the Empire Builder, the five S-1 class locomotives were most often used on fast freight and cherry trains. Because their 73 inch drivers didn't allow them to keep up the Empire Builder's schedule they were replaced on the Builder by the 80 inch drivered S-2 class in 1930. Tony Becker Collection.



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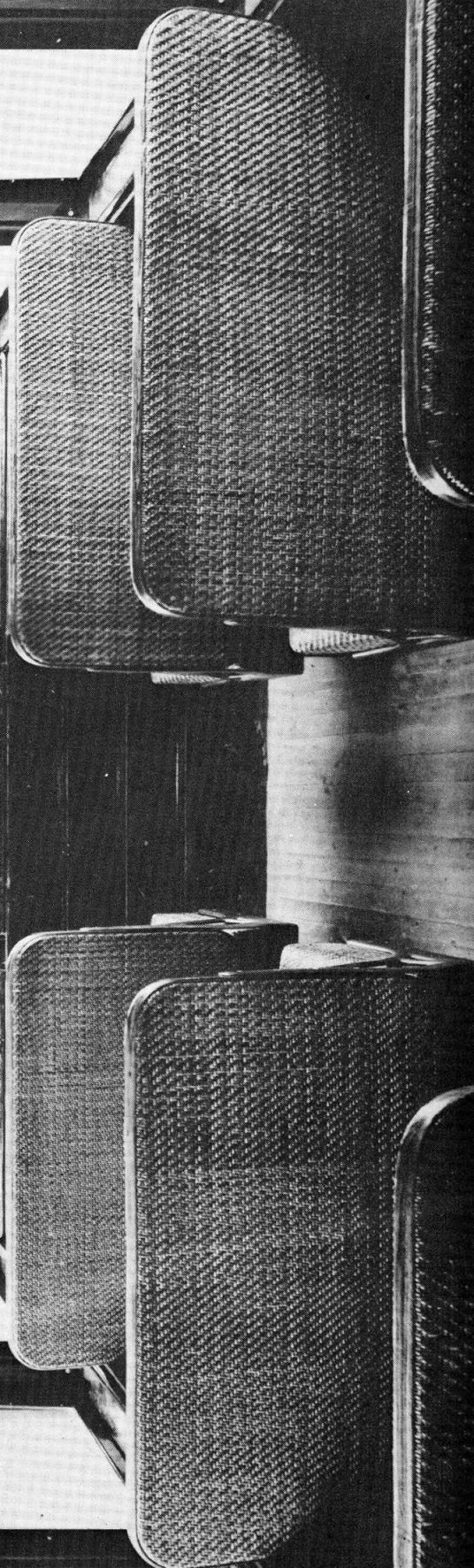
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